

IN THE SPECIFICATION

Please amend the following paragraphs as indicated:

[0021] The first mounting interface 52 preferably comprises a plurality of mounting feet 60 that extend transversely relative to the main body portion ~~48~~58 and toward the PCB 42. Preferably, the mounting feet 60 are orientated ninety degrees relative to the main body portion ~~48~~58. Each of the mounting feet 60 are spaced apart from each other and are wave or selective soldered to the PCB 42. Soldering operations preferably occur subsequent to in-circuit testing of the PCB 42.

[0024] As shown in Figure 3, the mounting feet 60 extend from a plurality of tab portions 72 that are positioned at various locations on the main body portion ~~48~~58. The tab portions 72 are positioned approximate to the sensor 44 to provide an enhanced communication path for impact signals transmitted from the vehicle to the PCB 42. The tab portions 72 are also positioned so that the stiffener board 50 provides a communication path to a ground source, such as the vehicle. As a result, large ground traces traditionally found on the PCB are eliminated.

[0028] The subject invention provides a unique and efficient method and apparatus for transmitting crash signals from a vehicle to sensors 44 that are mounted to a PCB 42. This is accomplished by mounting the stiffener board 50 directly to the PCB 42, which in turn is mounted directly to the vehicle structure 54. Directly attaching a stiffener board 50 to the PCB 42 eliminates the need for using a conventional PCB housing to transmit crash signals from the vehicle to the sensors 44. Thus, the present invention eliminates a large number of mounting

components, lowers expense, and decreases the risk of failed housing and PCB attachment interfaces.